

**The Naval Safety Center in
conjunction with the
Occupational Safety and
Health Administration
(OSHA) are participating in
the “National Safety Stand-
Down to Prevent Fall in
Construction”***

***A's campaign is focused on the Construction Industry.
Navy/Marine Corps
participating and providing Fall Protection Awareness in all
of the Naval Enterprise.***

US Navy Shipboard Fall Protection

- **US Navy (Afloat) Fall Protection Instructions are based from:**
 - **American National Standard Institute (ANSI) Z359 Fall Protection Code**
 - **Fall Protection Standards (29 CFR 1910) General Industry**
- **Shipboard “Man Aloft/Over-the-Side” Instructions are in accordance with:**
 - **OPNAVINST 5100.19 Series Volume II**
 - **paragraph C0804**

Developing a Shipboard; Aloft/Over-the-Side Procedures

- **Shipboard Fall Protection is more than just safety rails and harnesses. Fall Protection incorporates:**
 - **RADHAZ Surveys**
 - **Fall Protection Equipment (Safety Harnesses, Safety Lanyards, Working Lanyards)**
 - **Climber Safety Rails and Safety Sleeve devices**
 - **Topside Life Rail Systems and Accesses (Life Lines)**
 - **Slip-resistant deck covering (Non-Skid) for Antenna and Aloft Platforms**
 - **Tag Out requirements for rotating antennas and stack gases**

Developing a Shipboard; Aloft/Over-the-Side Procedures (Cont.)

- **Shipboard “Man Aloft” and “Over the Side” procedures are developed IAW:**
 - **OPNAVINST 5100.19 Series**
 - **OPNAV 5100/23 Working Aloft Check Sheet**
 - **OPNAV 5100/23 Working Over-the-Side Check Sheet**
 - **Each platform should develop a local Man Aloft/Over-the-Side Job Qualification Requirement (JQR) for training/qualification of Sailors**
 - **Tag out requirements should be included in the instruction to ensure all rotating antennas and stack gases are secured**

Developing a Shipboard Man Aloft/Over-the-Side Procedures (Cont.)

- **RADHAZ Surveys are conducted every 5 years IAW NAVSEA OP3565 VOL 1 to establish radiation hazard areas or zones**
 - **Survey results list and display the different radiation zones of the ship to ensure Sailors and their Supervisors are aware of what equipment needs to be properly secured**
 - **Survey results assist the Fall Protection Manager in writing the Man Aloft and Over-the-Side procedures tailored for each platform (DDG, LPD, CVN, etc)**

Developing a Shipboard Man Aloft/Over-the-Side Procedures (Cont.)

- **Included in the procedures are delegated responsibilities for maintaining Fall Protection Equipment:**
 - **NAVSURFWARCENDIV Panama City FL DTG 161233Z DEC 11 governs what Safety Harnesses, Safety Lanyards, and Working Lanyards are authorized for shipboard use**
 - **PMS maintenance for Safety Harnesses, Safety Lanyards, Working Lanyards, and Climber Safety Sleeves IAW**
 - **MIP 6231/002 or 6231/001 S-1R/S-2R/S-10R**

Developing a Shipboard Man Aloft/Over-the-Side Procedures (Cont.)

- **Climber Safety Rail Systems**
 - **NAVSHIP DWG 804-4563125**
 - **PMS maintenance for Climber Safety Rails IAW**
 - **MIP 6231/002 S-6**
- **Topside Life Rail Systems and Accesses**
 - **Governed by NSTM 600-18.3 and GSO 612B/612D**
 - **PMS maintenance IAW**
 - **MIP 6121/003**
- **Slip-resistant deck covering (non-skid)**
 - **IAW NSTM 634-3.22 and -3.24.3, all antenna platforms and working areas aloft must have approved non-skid material**



Working “over the side” No Fall Protection



Working Aloft using Fall Protection



At sea aboard USS Kearsarge (LHD 3), Chief Electronics Technician works aloft on radar equipment.



DBI/SALA crossover harness is a multi-purpose full-body harness.



MSA crossover harness is a multi-purpose full-body harness



The French Creek crossover safety harness is a multi-purpose full-body harness.

Naval Safety Center Common Fall Protection Discrepancies

1. Safety harnesses, working lanyards, safety lanyards, and climber safety sleeves were not IAW PMS. 60% of Ships **REF: PMS MIP 6231/002; 6231/001**
2. Supervisory personnel were not familiar with current directives for fall protection equipment and procedures (unauthorized fall protection equipment). 58% of Ships **REF: NAVSURFWARCENDIV PANAMA CITY FL DTG: 161233ZDEC11**
3. Climber Safety Rails were installed improperly and/or material condition did not reflect proper PMS. 35% of Ships **REF: PMS MIP 6231/002 S-6**
4. Topside life rail accesses had incorrect shackles/crescent hooks or were of incorrect length. 35% of Ships **REF: NSTM 600-18.3 / GSO 612 D**